

MARKET BOATS ONLY ARRIVALS.

BLOWING HARD OUTSIDE AND
SEA TOO ROUGH TO ALLOW
FISHING.

Since the disabled Cavalier came in Tuesday morning there have been no arrivals at this port with fish fares. Quite a number of the market boats are in, as it is blowing hard outside and is rough too. Some of the boats are out but it does not look as though they would get a set unless it moderates considerable.

The pollock seiners were all out yesterday and saw some pollock schooling off here but it was too rough to set a seine and they came back to port and are all in this morning.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Clara G. Silva, shore.
Sch. Flora J. Sears, shore.
Sch. Galatea, via Boston.
Sch. Hockomock, shore.
Sch. Rose Standish, shore.
Sch. Flavilla, shore.
Sch. Ida S. Brooks, shore.
Sch. Dixie, shore.
Sch. Annie and Jennie, shore.
Sch. Moanum, via Boston.
Sch. Maude F. Silva, shore.
Sch. Pythian, shore.
Sch. Mettacomet, shore.
Sch. Georgia, shore.
Sch. Manomet, shore.
Sch. Mary E. Silveira, shore.
Sch. Matthew S. Greer, shore.
Sch. Valentinna, shore.
Sch. Emily Cooney, shore.
Sch. Rebecca, shore.
Sch. Edith Silveira, shore.

Vessels Sailed.

Sch. George H. Lube, haddocking.
Sch. Jeannette, Boston.
Sch. Harriet, haddocking.
Sch. Aspinet, haddocking.
Sch. Ethel B. Penney, haddocking.
Sch. Tecumseh, haddocking.
Sch. Leo, haddocking.
Sch. Mary E. Lynch, Boston for Ston-
Sch. Manomet, haddocking.
Sch. Fitz A. Oakes, haddocking.
Sch. Rose Standish, haddocking.
Sch. Smuggler, salt banking.
Sch. Arkona, salt banking.
Sch. Hazel R. Hines, salt banking.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1-2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut, 9c lb. for white, 7c for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.75 for large and \$5.50 for medium.

Feb. 23.

The Pollock Fleet.

Back from a three weeks' fruitless search for pollock in the vicinity of Gloucester the fishing steamer Elthier arrived at Portland Monday. Capt. Curtis reports seeing fish several times, but owing to the rough weather prevailing not able to make a catch. A queer find was made, however, on the trip, she having picked up on February 16, between Isles of Shoals and Hatcher Point, a large life buoy marked "Ransom B. Fuller." Considering that the steamer of that name has been tied up at East Boston since the first of the winter it is rather curious how one of her life buoys came to be floating in the locality mentioned.

The steamers Pet and Bessie M. Dugan, also engaged in pollocking came in Monday empty, no fish having been sighted. The schooner Marion E. Turner, which arrived Sunday, reports passing off Boon Island last week a big school of large sized herring, but the schooner being rigged for pollocking was unable to get any of them.

FISH SCARCE AT T WHARF.

BOSTON DEALERS FOUND FEW
TRIPS AWAITING THEM THIS
MORNING.

For what is generally the busiest day in the week with them, the T wharf dealers have but little in the way of fish receipts to work on today. At the wharf, when the bell rang this morning, were but one off-shore craft, sch. Eugenia, with 50,000 pounds of haddock and cod, and the steam trawler Foam with a small catch, also three of the market boats with less than 25,000 pounds between them.

Off-shore haddock went for \$2 and shores at \$4.25, which seems too much of a difference. Shore cod brought \$6 right through and pollock sold for \$5.

Boston Arrivals.

The fares and prices in detail are:

Sch. Eugenia, 40,000 haddock, 10,000 cod.
Sch. Washakie, 700 haddock, 3000 cod, 5000 pollock.
Steamer Foam, 35,000 haddock, 6000 cod.
Sch. Jeanette, 6000 haddock, 1000 cod, 500 hake.
Sch. Mary E. Cooney, 5000 haddock, 1500 cod, 500 hake.
Haddock, \$2 to \$4.25 per cwt., shore cod, \$6; pollock, \$5.

Feb. 23.

Fishing Fleet Movements.

Sch. Arethusa was at Liverpool, N. S., Tuesday and cleared.
Sch. Independence II. was at Canso, N. S., Tuesday, and cleared.

Feb. 23.

Sailed on Salt Trawl Bank Trips.

Schs. Hazel R. Hines, Capt. Fred Morrissey, Arkona, Capt. Newman Wharton, and Smuggler, Capt. Peter Porthier, sailed on salt bank trawling trips today.

Schs. Arcadia, Lucinda J. Lowell and Theodore Roosevelt are taking salt for trawl bank codfishing trips.

Feb. 24.

Stray Portland Fishermen Landed on Matinicus.

Samuel Smith and John Morton, two of the crew of sch. Robert and Carr, of Portland, went astray in the snow storm while setting their trawls four miles off Matinicus Rock and their vessel searched for them in vain and went into Boothbay Harbor with all hands feeling that their two mates were gone. The men, however, after a hard struggle with the wind and sea, in a blinding snow storm, succeeded in making a landing on Matinicus rock Monday night, where they were cared for and taken to Rockland Tuesday on a steamer, thence going to Portland to rejoin their vessel when she arrives there.

The men, who were in single dories, came across each other in the snow storm and let one dory go, both getting into one, and made the landing after a hard row.

Returned from Newfoundland.

Capt. Norman Ross, who has been to the Newfoundland treaty coast the past fall and winter season in the interest of Davis Bros., returned home today. Chaney Hall and A. B. Alexander, who have also been at the same place all the season, the former for Gorton-Pew Fisheries Company and the latter observing the operation of the herring fishery for the state department, are expected to arrive this afternoon.

Sch. Washakie Grounded and Floated.

During the snow squall late Wednesday night, the knockabout fishing sch. Washakie, inward bound for Boston, with a fare of fish, grounded in the mud inside Castle Island, remaining until 4.30 o'clock yesterday morning, when she was floated by the tug Henry Preston, Sr. The vessel was uninjured.

Good Haddock Stocks.

Sch. Cynthia, Capt. Geoffrey Thomas, stocked \$1650 as the result of her recent haddock trip, on which she was gone but a week, the crew sharing \$35.45 clear.

Sch. Lucania, Capt. Wallace Bruce, stocked \$1544 on her recent haddock trip, the crew sharing \$30 clear.

HAS HERRING AND SALT CODFISH

SCH. OREGON OF THE NEW-
FOUNDLAND FLEET ARRIVED
HOME TODAY.

Sch. Etta Mildred of the Georges handline fleet is home this morning with a fair catch and sch. Oregon came in during the night from LaPoile on the Newfoundland treaty coast, with a fare of salt codfish.

Several of the market boats came in during yesterday afternoon and they and those which remained in yesterday were still at their wharves this morning, as it was blowing hard from the southwest outside.

The Oregon was one of the herring fleet which went to Bay of Islands, N. F., the past season, but did not secure a load and had to leave in a hurry with the rest of the late quota of the fleet. Instead of coming home, she as did others, went to the south treaty coast, and while others loaded frozen herring and partly herring and partly codfish, she loaded entirely with salt codfish.

Sch. Maxine Elliott, which also left Bay of Islands and went to the south treaty coast has also loaded with cod and sailed Tuesday for home.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Oregon, LaPoile, N. F., 217,000 lbs. salt cod.
Sch. Etta Mildred, Georges, 15,000 lbs. salt cod, 3000 lbs. halibut.
Sch. Harriett, shore.
Sch. Jeanette, shore.
Sch. Emily Cooney, shore.
Sch. Ida S. Brooks, shore.
Sch. Mary Edith, shore.
Sch. Ethel B. Penney, shore.
Sch. Fannie A. Smith, via Boston.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1-2 per bbl., pickled herring, \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt. for large; \$5 for mediums and \$5 for snappers.

Bank halibut, 9c lb. for white, 7c for gray, with heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.75 for large and \$5.50 for medium.

Feb. 24.

RECEIPTS LIGHT AT T WHARF.

SCH. SQUANTO HAS LARGE TRIP
AND CREW WILL MAKE BIG
SHARE.

Fish are in very light receipts at T wharf today and good prices are being paid for what little there is. The off-shore sch. Squanto will fare big, as she has 50,000 pounds of haddock and is getting \$3.75 for new and \$2.50 for old, while her 12,000 pounds of cod are bringing \$4 for large and \$3 for markets.

Two of the market boats with small catches sold their cod and haddock for \$4.90 right through.

Boston Arrivals.

The fares and prices in detail are:

Sch. Squanto, 50,000 haddock, 12,000 cod, 500 halibut.
Sch. Aspinet, 3000 haddock, 500 cod, 400 hake, 100 pollock.
Sch. Isabel, 4000 cod.
Haddock, \$2.50 to \$4.90 per cwt.; large cod, \$4 to \$4.90; market cod, \$3.

Will Fit for Salt Trawl Banking.

Capt. William Morrissey will fit the sch. Premier for salt trawl bank codfishing.

Sch. Theodore Roosevelt will engage in the salt trawl bank codfishery under command of Capt. James Wise.

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WILL REPAIR AT THIS PORT.

Sch. Galatea Narrowly Escaped Stranding Amid Breakers on Cape Cod.

The Boston market fisherman Galatea is at this port to repair the damage caused when her mainmast went in the blow off Highland light Sunday night. Capt. Fred Quinlan of the craft says that after the accident the vessel had a close call from being driven ashore, and had not the mainsail caught on the topping lift, and given them some spread of sail to work off with, they might have had to fight for their lives among the Cape Cod breakers, while the vessel would undoubtedly have been lost.

The craft was jogging about five miles north-northeast of Highland light when the accident happened. It was very rough and blowing hard and the mainmast went just under the sheathing. The rigging held up the broken part and it swayed aloft threateningly, the broken jagged end swinging in between the spars and tearing the foresail completely to ribbons.

With the peak of the mainsail caught up some way by the topping lift, and the jumbo and jib on the schooner, the crew were able to work her off out of danger and afterward, under the head sails, and with the broken spar still swinging aloft, made Provincetown harbor Monday and were towed to Boston, where the fare of fish was landed and then the Sadie Ross brought her here to repair.

Fishing Facts and Fancies.

Arthur C. Davis, of Galveston, Tex., has opened up an exhibit on Market street, in that city, where he has a display of nearly every kind of fish caught in the Gulf of Mexico. His collection consists of over 400 specimens, from the seahorse, one and one-half inches long, to a ray, weighing 1200 pounds. The fish are mounted, as is also a young sealion, caught by the smack Fortuna, of the Gulf Fisheries Company.

The British Acting Consul at Bilbao, Spain, reports that, whereas years ago the best quality of fish came from Scotland—largely from the Shetland Isles during the last decade the real Scottish article has dropped out of the market, and is now little imported. The good name is still taken advantage of, however, by retailers, who sell as Scottish the fish coming from the Faroe Islands, Iceland and Norway.

A new fishing dock has been built at Teetwood, Eng. It is 990 feet long, and 70 wide. On one side is a coaling station, adjacent is an ice factory that will produce 1200 tons a week. At present about 80 steam trawlers, valued at \$3,114,500, are at the port, and there are building eight or 10 trawlers.

Fishermen at Charlotte Harbor, Fla., are getting ready to resume fishing operations. There was a glut of fish in the market recently, making it impossible for the sea toilers to get enough to pay expenses of the catches. Now smaller hauls of fish are being made. At other points the markets are not handling so much fish and better prices obtain.

Capt. John Addy, in command of the Hull, Eng., trawler Dynamo, was washed overboard and drowned during a gale the other day while on a voyage home from Iceland. He was one of the fishing pioneers in far northern waters.

The Dominion government fisheries steamer Alcedo recently captured eight Japanese boats that were engaged in illegal fishing in Departure Bay on the Pacific coast. Small fines were imposed.

Canso, N. S., reports that the fishing up to date has not been so good as in previous years. An exchange says that the Maritime Fish Company "seems to be head and heels in business, while some of the other firms have got a fright and are standing still."

News from St. John's, N. F., reports the Labrador catch as 260,000 qtls., or about half a safe voyage. The shore fishery is placed at 900,000 qtls., or 100,000 qtls. less than last year. The total bank catch was 144,524 qtls., against 131,452 the previous year.

Walked Ashore On Ice.

Thomas Cann and others of the crew of sch. T. M. Nicholson, which is frozen up at Bonne Bay, N. F., arrived at North Sydney, C. B., a few days ago. They came up on the Bruce and walked ashore on the ice, from the steamer to North Sydney. Cann and the other members of the Nicholson's crew had to travel 40 miles on snow shoes from Bonne Bay to a railway station.

SCH. ELLA M. GOODWIN LONG OVERDUE FROM NEWFOUNDLAND

General Opinion That Vessel Has Met With Disaster.

Owners, However, Refuse to Give Up Hope of Her Return.

Sch. Ella M. Goodwin of this port sailed from here November 16, bound to Bay of Islands, N. F., on a herring trip. She arrived there a few days later, and with nearly a load of frozen and salt herring, sailed for home January 21. While all the others of the fleet which sailed for home in company with her, as well as those which started the next day and day after that have arrived, she has failed to return and has never been seen, spoken or heard from (as far as can be learned) since late in the afternoon of the day she sailed.

The schooner is in command of Capt. James D. Goodwin, one of the best known master mariners along the coast, and carries, beside him, a mate, steward and seven men, all expert fishermen and first class men.

In general fishing circles, it is felt that the vessel has gone down with all hands, and it is the opinion of the captains of the crafts which sailed for home about the same time she did that she has met with disaster and will nevermore come sailing back to port.

Many of the relatives of some of the men on board the craft have long clung to the hope that she had met with some mishap that has delayed her, and that she would be heard from, but as the days have lengthened into weeks, and over a month has gone by, and yet no tidings, they have come gradually to the conviction that the cruel sea has again taken its toll.

As one of them who had a near and dear relative in the vessel said to a Times representative, "I would like to keep on hoping that we shall see them again, but I cannot see any chance."

Another sea-faring man, also with a near and dear one in the missing craft, said, "We are becoming reconciled to it: it is hard to give up, but we feel there is no hope for them."

Ralph D. Marshall, manager of the firm of M. Walen Son, owners of the vessel, together with Capt. Goodwin, has not yet given up hope for the safe return of the craft and all on board. He said:

"We are still hoping to hear from Capt. Goodwin and have not given up hope for her return. We feel that she may have got in the ice and be caught fast in the great ice field in the gulf of St. Lawrence. If this is so, of course we shall not hear from them until the sealers which operate there in March return from their trips or until the floe breaks up in the spring. "We have heard many rumors and reports of vessels seen in the ice and have made every effort to trace them, but thus far we have received no confirmation of any of them.

"We received a telegram dated Lark Harbor, January 23 and signed by the captain, stating that he was sailing for home that day. The captains of many of the vessels tell us, however, that the Goodwin came out with them January 21. It may have been that Capt. Goodwin wrote the message and sent it ashore by one of the native fishermen, and it did not get to the telegraph office until January 23, and the operator dated it the day he sent it.

"Naturally we are worried and very anxious about the vessel. We are still in hope of hearing from her and that she will turn up all right and cannot at this time give her up."

Missing Schooner Sailed From Bay of Islands January 21.

In company with a fleet of at least 15 sail, all homeward bound, sch. Ella M. Goodwin sailed from Bay of Islands, N. F., January 21 in the afternoon. The wind was light coming out of the bay and held that way until the fleet got out by South Head, into the Gulf of St. Lawrence. Then the wind struck heavy from the south southwest. It was not a regular squall, for it lasted too long, but it came sharp and heavy and it was 10 o'clock in the evening when it moderated.

While the gale lasted it was very severe and was accompanied by snow squalls. All of the fleet tacked in shore and took in their jibs and then tacked off again, taking in their mainsails and weathered it under short canvas.

After it moderated they made their courses again and were soon coming down the gulf. The leaders did not have hard passages home, about all of them making good passages, while others found some ice off St. Paul's island and scattered, but none were seriously bothered.

The vessels which left January 22 and 23 had fine passages down the gulf, although they met some drift ice. Off Cape Anguille a southeast gale was encountered and from thence on to this port it was a succession of very severe gales. Besides this they encountered large and heavy ice fields off St. Paul's island and the Cape Breton coast.

Thought to Have Foundered in Gale the Day She Sailed.

During the sudden blow of the afternoon of January 21, the Goodwin was sighted, standing in shore, as were the others of the fleet, by Capt. Newman Wharton of sch. Arkona. The former had her jib in and the men could be seen on the bowsprit, making

it fast. Then came one of the heavy snow squalls and those on the Arkona lost sight of her. As far as can be learned this is the last that any of the fleet saw of her. They did not sight her on the passage home and the crafts which came on the two days next following did not see her.

It seems to be the general opinion that the craft did not survive the short and severe blow of that afternoon and evening. There is a chance, however, that she did come through it all right and later got caught in the ice, and if so of course she would not be heard from until spring or unless sighted and reported by some sealer. All are agreed that the only chance of the vessel being afloat is that she did get in the ice, and got in far enough to be in comparative safety. To this hope some still cling and will not give up that hope until they know that spring has cleared that part of the gulf from ice.

Nobody wants to give up hope. Everybody devoutly wishes that the craft and those on her will yet return to port. It is a bitter, hard task to publish a crew list, feeling that good men, whom one has known intimately for years, have actually gone from this

life. It is a duty and a sad duty to thus record their names, and the Times extends its sincerest sympathy to those who mourn for the men of the Ella M. Goodwin.

Crew List of the Unfortunate Craft.

The crew list is as follows:

Capt. James D. Goodwin, master, 41 years of age, a native of Pubnico, N. S., resided at 34 Haskell street, East Gloucester, where he has a wife and five children. He is a member of Gloucester lodge, No. 892, B. P. O. Elks, Ocean Lodge, No. 91, I. O. O. F., and Fernwood Lodge, A. O. U. W.

Capt. Louis Devine, mate, 48 years of age, a native of Barrington, N. S., resides at 81 Centennial avenue, where he has a wife. He is a member of the Masonic fraternity and also belongs to Mayflower lodge, I. O. O. F., of Barrington, N. S. He is a brother to Capt. Archibald Devine of this city.

John L. Nickerson, cook, 32 years of age, a native of Pubnico, N. S., resides at 44 Taylor street, where he has a wife and four children.

Thomas Prior, 35 years of age, single, a native of Bremen, Me.

Bert or Albert Blair, 30 years of age, single, a native of Lunenburg, Nova Scotia.

Oscar Larkin, 44 years of age, single, native of Pubnico, N. S.

Nathaniel Quinlan, 24 years of age, native of Cape Island, N. S., single, boards at 142 Maplewood avenue. He has a brother at the Sailors' Snug Harbor, and another brother fishing from this port.

Sandy, or Alexander Tarr, 22 years of age, native of Liverpool, N. S., boards at 11 Pearce street. He has two brothers fishing from this port.

Joseph Breen, 29 years of age, a native of Newfoundland.

Captain and Crew of Missing Men Were Well Known.

Capt. James D. Goodwin of the missing vessel is one of the most competent fishing captains along the New England coast. He took his first command in 1899, going in sch. Edith M. Prior. His success was notable from the start and sch. Ella M. Goodwin was soon built for him and he has commanded her ever since, with the exception of two winters, 1908-9 and 1909-10, when he went haddocking in the big gasoline auxiliary sch. Benjamin A. Smith.

He has engaged in salt banking, dory handling, shacking and haddocking and in every line, big trips and big stocks have always been his portion, so much so that he has risen rapidly to the very front rank of his profession. He never wasted any time on a trip and always makes fast homeward passages. His judgment of fishing grounds and movements of fish coupled with his great capacity for hard work have fairly earned for him the name and fame which is his.

His quiet, even disposition and moderate, modest manner have made for him friends, staunch and true friends about all of whom, now that five weeks have passed since he last sailed for home, feel that he has made his last trip and that they will see "Captain Jim" no more.

All the men of the missing vessel are well known. Capt. Louis Devine, the mate, has been skipper out of this port for many years in the haddock and shack fisheries, being a steady going, hard working skipper, while the cook, John Nickerson, is considered one of the best going from here. The men of the crew are all well known and have reputations for being able, capable fellows. Some of them, notably Thomas Prior, Bert Blair and Oscar Larkin, have been with Capt. Goodwin for year after year and are among the very best known of the fishermen of this port. It is with them as it is with Capt. Goodwin. Their friends have waited hopefully, anxiously for their return, but as the weeks have rolled by and no word has come from them, the conviction has forced itself upon them that these bright and cheery fellows, these first class fishermen, have gone as many have gone before them and are lost to earthly view.

The Ella M. Goodwin was built at Essex in 1901 and is 121.40 tons gross, and 86.30 tons net.

Feb. 24.

Lunenburg, N. S., Fish Notes.

The new banks fishing schooner for Capt. Daniel Zinck, being built in Smith & Rhuland's yard, is nearly ready for launching.

The owners of the fishing schooner Campania had a dividend of \$171.55 per share for her last season's earnings.

Change of Skippers.

Capt. William Clark will now command sch. Georgiana for a few trips in the winter haddock fishery, her regular skipper Capt. Moulensong remaining ashore because of illness.

Feb. 24.

MAINE PROTEST AGAINST RECIPROCITY.

President Carroll of the Board of Trade Receives Spirited Letter.

General Manager Thomas J. Carroll, of the Gorton-Pew Fisheries Company has received the following letter from Luther Maddocks of Boothbay Harbor, for many years one of the best known fish men along the New England coast. Thomas J. Carroll, Gloucester, Mass.,

My dear Sir:—The country seems to have gone wild on the question of reciprocity. It seems to me like a great question poorly understood. The theorists of the country and the press have been preaching free trade in fish and farm products without telling us where we are going to get anything to offset in return. We are giving the market of ninety odd millions of people to a country with nine millions. Canada has nothing to offer which will offset the value of free admission to our markets in fish and farm products. This is no theory to those who lived through that dark period in our country's history which took place under the Washington treaty. Of course that generation which suffered so severely from the effects of free trade on the New England coast have passed away. Naturally their descendants do not remember or feel the serious effects of giving up our market to the Canadian fishermen. It will be remembered that from Cape Cod to Eastport, there was a fleet of cod fishermen, more than 800 sail in number which were doing a fairly lucrative business before the advent of free trade, but when that was proclaimed our docks at Boston and New York where we usually disposed of the fish that we caught were literally filled with fish by foreign fishermen. Codfish that we had been selling for \$3.50 per quintal for large fish, we were obliged to sell on account of the competition for from \$2.00 to \$2.50 per quintal, and the small fish went as low as \$1.50. This was for hard dried salt fish, with which we often supplied the West Indian and South American market. That is no theory. That is according to history and facts. What was the result? Within a few years every fishing concern with the exception of Gloucester was completely annihilated. They could not compete; it was a losing game, and the monuments reminding us of the death of that important industry are the deserted and tumbled down fish stands from Cape Cod to Quoddy Head.

Now we are told from high authority that this is going to be a blessing to us, but they do not explain how it is coming. It cannot rob us of this great salt fish industry, to be sure, but they are making it impossible to ever regain it. Our fresh fish industry is more of a local affair on the Atlantic Coast, but the inroads that would be made into that industry by the free admission of fresh fish will be a serious blow, not only to the coast, but on the lakes and the Pacific coast as well.

It is simply from the political standpoint, an abandoning of protection of these industries as a vote catching proposition.

The Canadian government bounties their fishermen. They are able to build their vessels for from 30 to 40% less than we can. They are able to man them and run them at a great per cent. less than we can. They have the trained men, many of whom have been trained in Gloucester vessels who would return to their homes and develop their own fishing industry. If they could have free use of our market they would be far ahead of us on account of the less capital it takes to equip and maintain their fishing industries. Looking at it from a disinterested standpoint, I cannot see how anyone knowing the facts can favor a proposition to single out the fishing and the farming industry, and sacrifice it without any benefit in offset.

Much could be said to remind us of the past, but those who had their dollars invested in business do not need to be reminded. It is surprising to me

that, in a community like Gloucester, there should be any difference of opinion. There must be something beyond what we can see, on which to base such an opinion as I have heard expressed through the press, even by some of the leading citizens of Massachusetts.

Yours truly,
LUTHER MADDOCKS.

Boothbay Harbor, Me., Feb. 16, 1911.

No Concession From Canada.

Editors Gloucester Daily Times:—The Portland Argus in enumerating the advantages to American fishing vessels under the terms of the proposed reciprocity bill, desires to call our attention to the great benefits to be derived from the inshore fisheries of Canada, through the removal of the 1.50 per ton tax on our vessels.

As a matter of fact we pay this tax for the privilege of buying bait, and fishing supplies and for the shipping of crews, and for no other purpose whatsoever.

Free access to territorial waters, would, on the part of Canada, be considered a great concession to us, and Canada isn't making concessions at this time. She don't have to.

CAPT. GEO. H. PEEPLES.
Gloucester, Mass., February 14, 1911.

Looking to Senator Lodge.

Associate Secretary Marvin of the Home Market Club sends out the following:

"How a consistent protectionist must regard this Canadian agreement is clearly indicated by these brave words from Senator Lodge's great speech in Symphony hall, January 3d:

"Whether free trade or protection is the better policy, free trade for all is just and protection for all—not all who may ask for it but all who may need it—is just; but free trade for one man and protection for another is unjust, unstable and can never endure."

"The fishermen of Gloucester, constituents of Senator Lodge expect him to back up these words with his great influence and his vote."

Nova Scotia Premier's Opinion.

The leaders of the Liberal party in Halifax and Nova Scotia celebrated the return to active labors after his recent illness of Premier Murray of Nova Scotia, with a banquet at Halifax Tuesday evening, which was attended by 220. The premier made a notable speech, and among other things touched upon the different phases of the reciprocity measure. Speaking to the point of the fisheries and the benefit those prosecuting them would derive from the free use of the United States markets, he said:

"Probably one-third of the population of Nova Scotia live around the coast. Towns, villages and fishing hamlets by the score dot the shore line. Three generations are to be found among these people. These men and women come of hardy stock, a race that has followed a dangerous vocation and live with simple frugality. What has handicapped this splendid portion of our population in the struggle for prosperity?

"Our geographical position is supreme, and no class of fishermen in the world are more intelligent. The fearlessness of our fishermen commands the admiration of this continent. The vessels of the neighboring republic are largely manned by them as commanders and crews. Is there any man in Canada today who would look the Nova Scotia fisherman in the face and dare to say he is not the equal of any competitor who lives on this continent? Is there any man who will gainsay the fact that our splendid geographical position might be utilized in creating a larger industrial life among these people? What then was the problem?

"For a quarter of a century this great portion of our population longed for a free market with the nation to the south. Now that great wish has

been satisfied and hope is filling the heart of every man who follows the sea for livelihood. We have seen the tremendous development that liberal legislation has wrought in our coal industry. I do not wish to be over-emphatic here tonight, but I will say this. I believe no man today can foresee what a free market for fish will bring to the population of our sea board.

"I see no reason today why the fishing fleet of Nova Scotia should not increase threefold. I see no reason why we should not become the principal fish producers of this continent.

"Does anybody say that because the Nova Scotia fisherman sells his fish to an American at better prices that his loyalty is being impugned? If this is the case the electors of Yarmouth and Shelburne would be open to the gravest suspicion.

"Whatever our views may be upon other political issues, surely we can all agree upon this. When anyone expects the fisherman who produces results by his own unaided efforts to refuse the privilege of selling in the dearest market; I say, when any man expects that fisherman to defeat by his ballot the realization of his long sought hopes, he offers an insult to the fisherman's intelligence, or else he believes that the fisherman is willing to stultify his conscience for party expediency.

"I believe, however, that the lesson of life has been too well learned by our fisherfolk for either result to follow."

The Reciprocity Agreement and Smoked Fish Trade.

Nova Scotia dealers are speculating as to what effect reciprocity will have on their smoked fish business.

The Maritime Merchant says: "We have not made any exhaustive study of the smoked fish trade of the United States, but have the impression that they need an article that is more lightly cured than we are accustomed to, and which has consequently to be marketed much more quickly. The question then arises whether with our distance from the consulting points in the United States we shall be able to give deliveries to compete with smoked fish houses in Boston and Gloucester, particularly when the Gloucester buyer will be able to buy his supplies relatively as cheap as we can buy them here. One of the things the Nova Scotia houses fear is that fishermen will have a tendency to run their supplies into the Gloucester and Boston markets in preference to selling nearer home. Of course this to some extent will regulate itself when prices become adjusted, but it seems more or less evident that Gloucester, because of its nearness to a large consuming market, will be able to pay the fishermen slightly more than local houses can pay, when we consider the local handicap in point of transportation.

Feb. 25.

STANWOOD WROTE PRESIDENT TAFT.

CLAIMS NOT MORE THAN FIVE FIRMS IN THIS CITY OPPOSE RECIPROCITY.

President Taft has received a letter from Stanwood & Company of this city, saying that not more than five firms in this city were opposed to reciprocity and that, as they controlled the banks and many other concerns, they were able to give the impression the whole section is against the measure.

"A number of the Gloucester men," said the letter, "who went to Washington we know are in favor of reciprocity. One firm is practically in control of the financial situation here, so they have followers who must follow without regard to their own wishes."

The letter declares that the delegation from Gloucester which appeared before the house ways and means committee in opposition to the Canadian agreement did not represent the real feeling in the community, but represented the banking interests, who are their real backers.

Feb. 25.

Pacific Fishing Steamer Seized.

The Canadian department of naval affairs has received a message to the effect that the new Canadian cruiser Rainbow while rounding Cape Scott, had caught the steamer Edric of the Seattle Fishing Co., within the three mile limit, and was proceeding to Esquimalt with the Edric in tow.